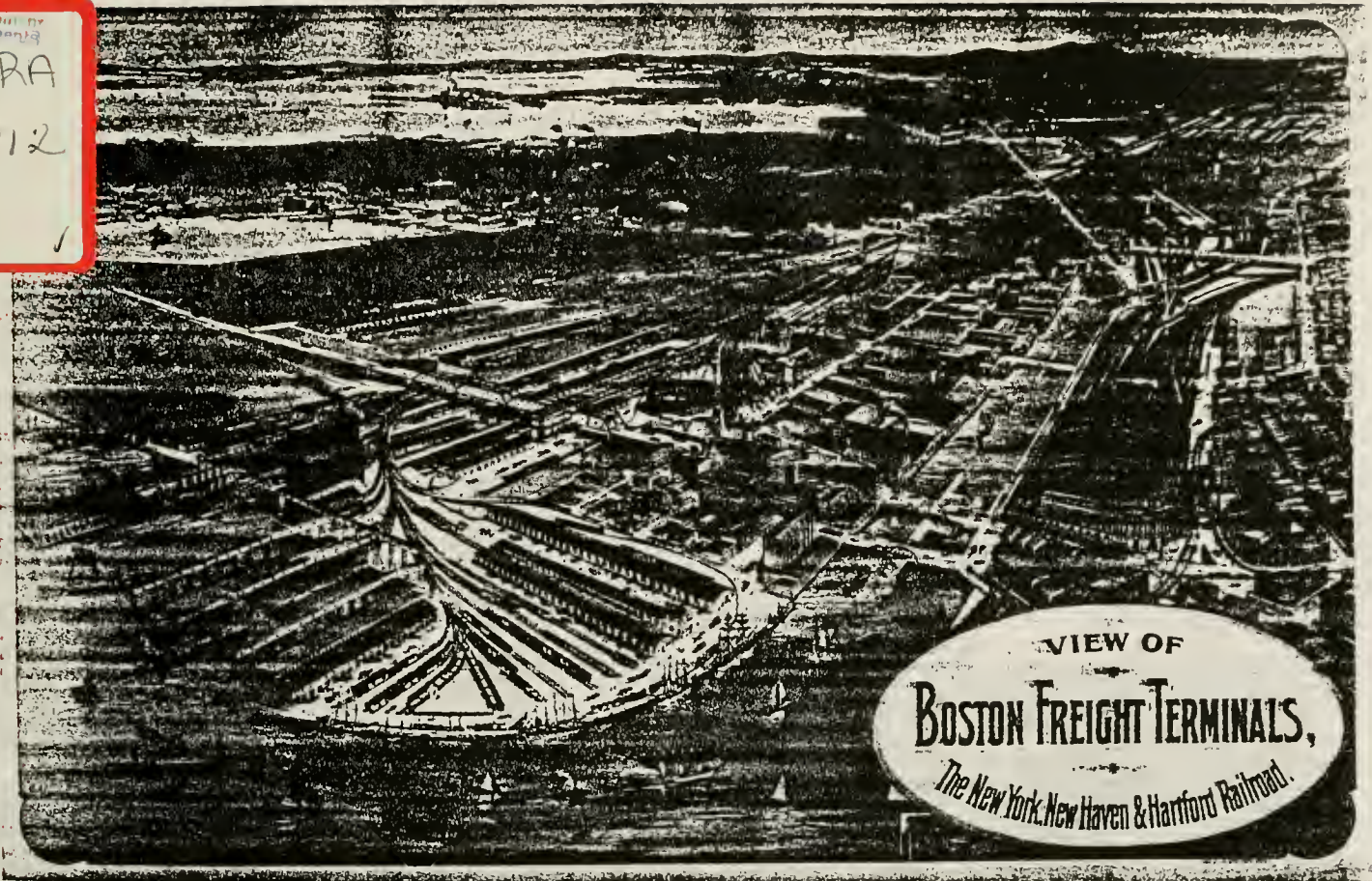
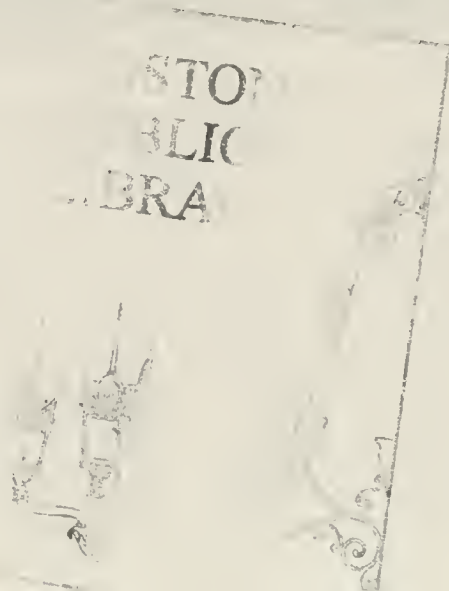


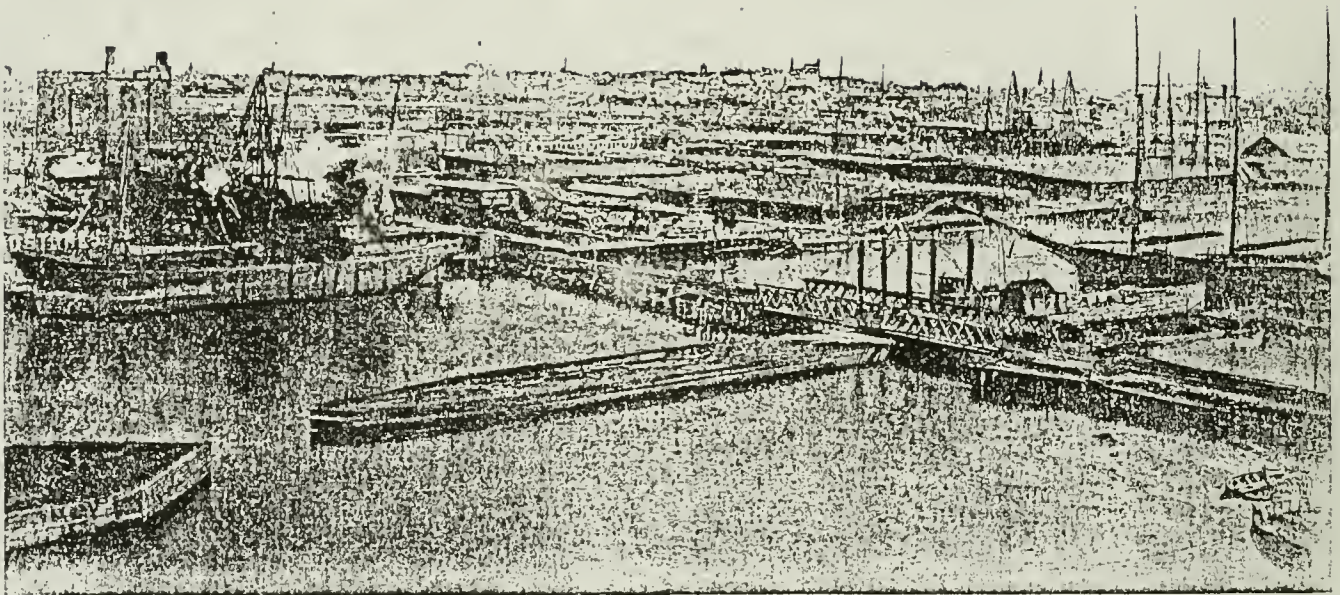
Exhibit by
Documents
BRA
1712
✓



VIEW OF
BOSTON FREIGHT TERMINALS,
The New York, New Haven & Hartford Railroad.

FORT POINT HISTORY

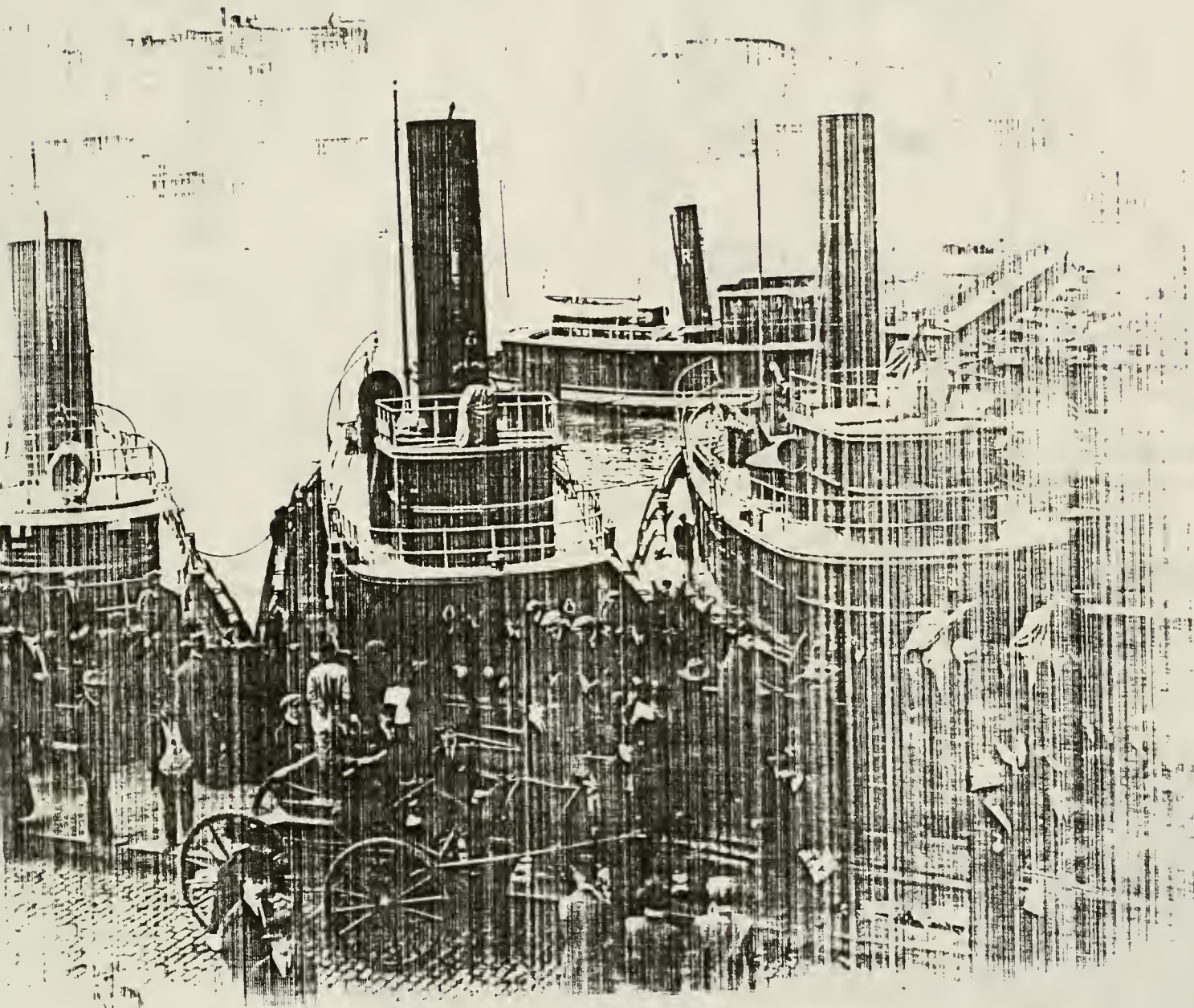




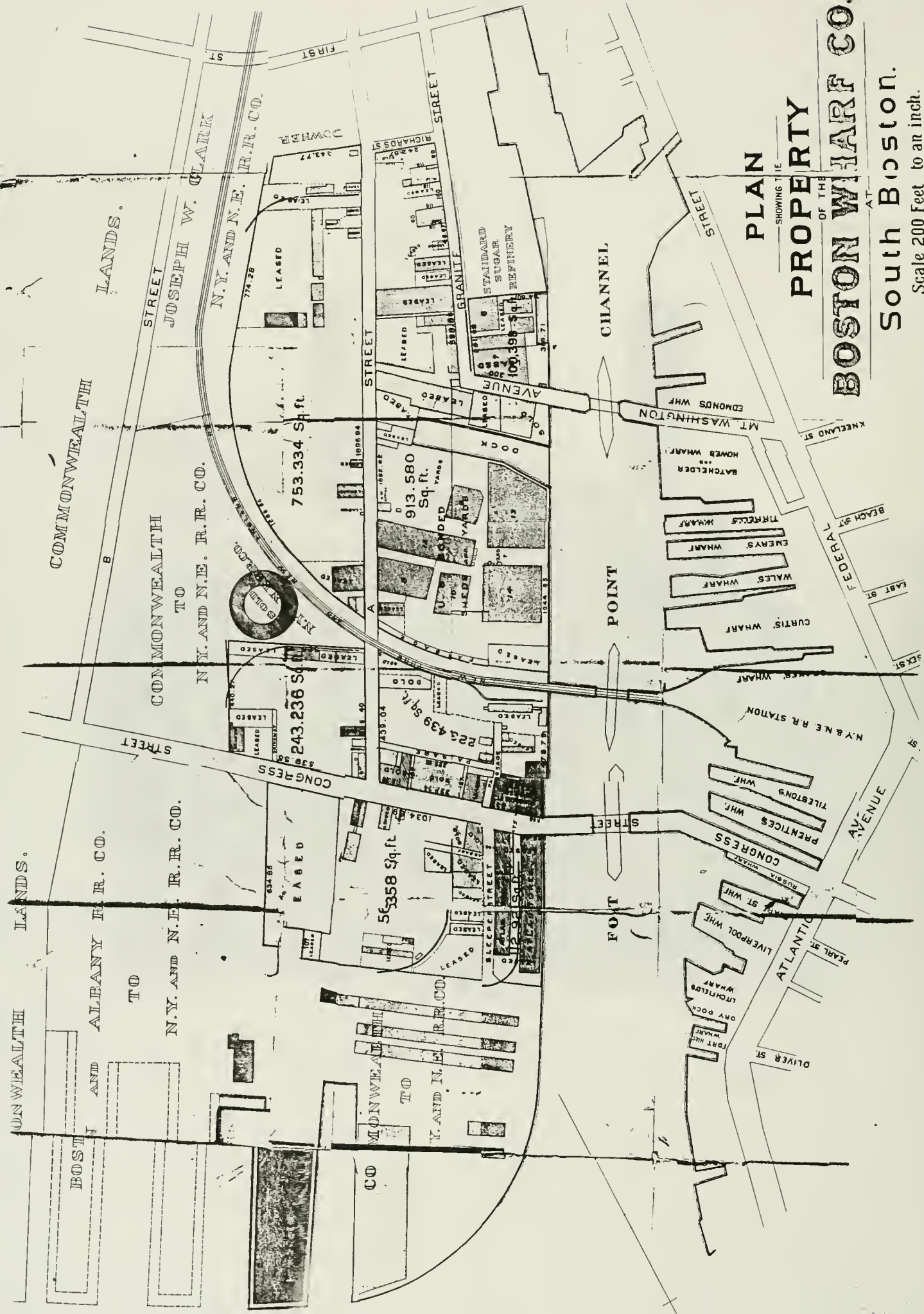
From a photograph by Frank E. Porter

VIEW OF THE OLD NEW ENGLAND RAILROAD BRIDGE OVER FORT POINT CHANNEL

The site of the present Summer Street bridge, taken about 1893 from the top of building at 303 Congress Street looking southeast. The property across Fort Point Channel (in middle background) is part of the property of the Boston Wharf Company. The site of the present South Station is at the right end of the bridge. As many as sixty-four sailing vessels have been seen in the early days tied up to the wharves of this Company. Most of these ships had brought sugar and molasses, there being two large (molasses) distilleries here at that time, carrying on a very large business. It is said that there were as many as 20,000 barrels lying on the wharves, and on hot days the firemen used to come and play cold water on the barrels to keep them from exploding.



Boats at Fort Point Channel, ca. 1900.
Congress St in foreground Northern Ave Bridge
in background.



PLAN
—SHOWING THE
PROPERTY
OF THE
BOSTON WHARF CO.

South Boston.
Scale 200 Feet to an inch.
Jan. 1st 1890.

LAND FILL & FORM

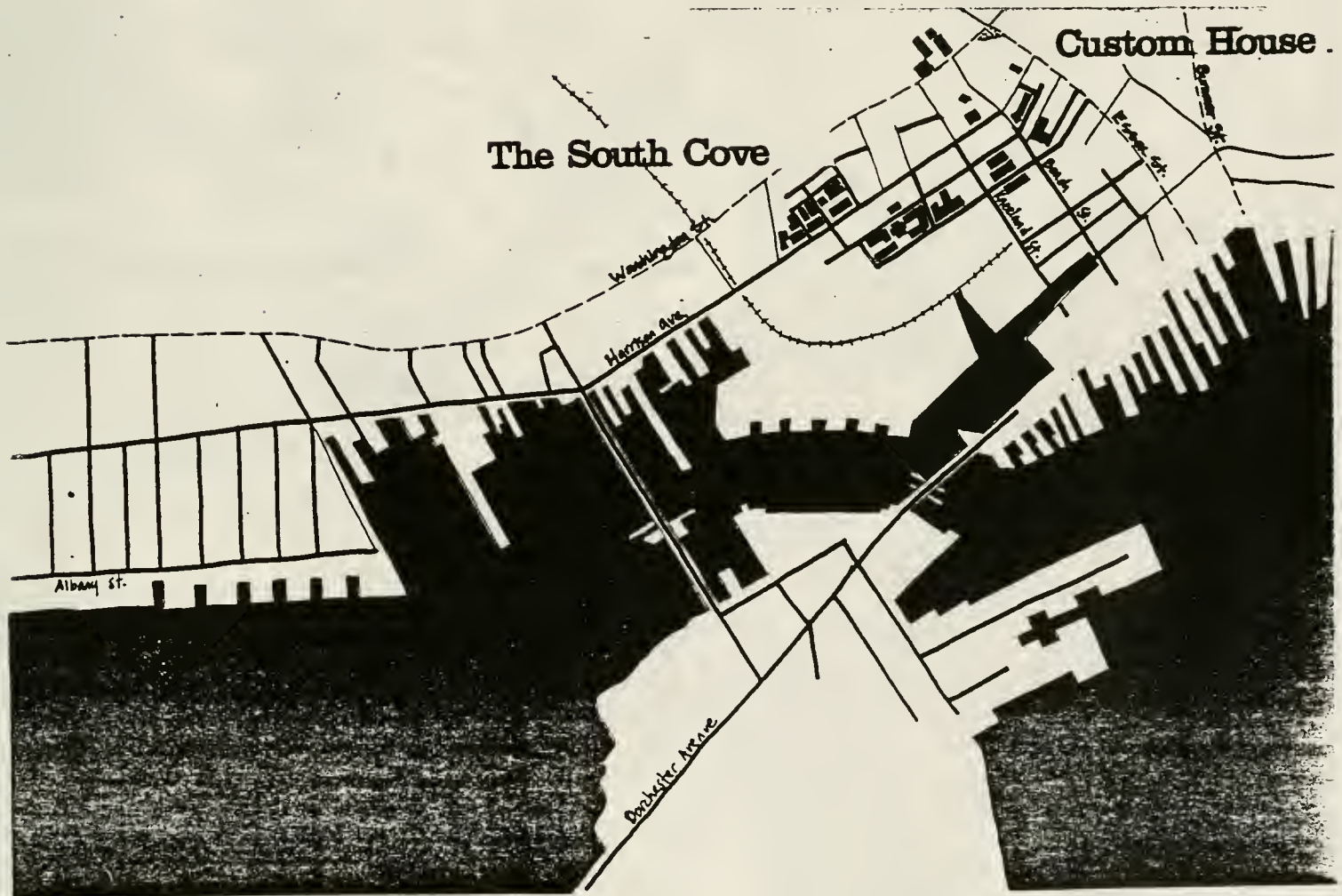
1850: The Clippership Era

Street Network

- Remaining Streets, 1800-1850
- Remaining Streets, pre-1800
- Earliest Routes to the Sea

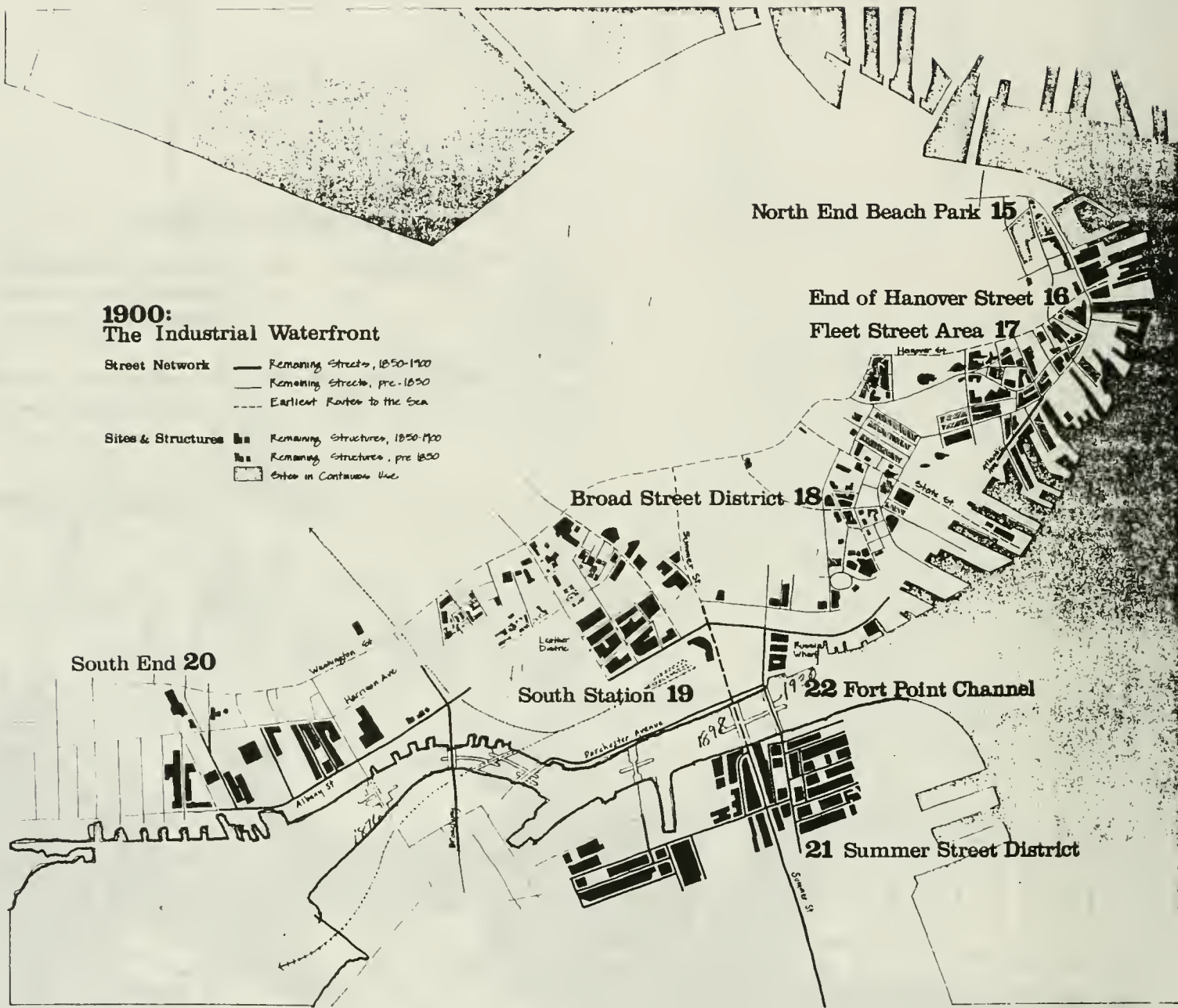
Sites & Structures

- Remaining Structures, 1800-1850
- Remaining Structures, pre-1800
- Sites in Continuous Use

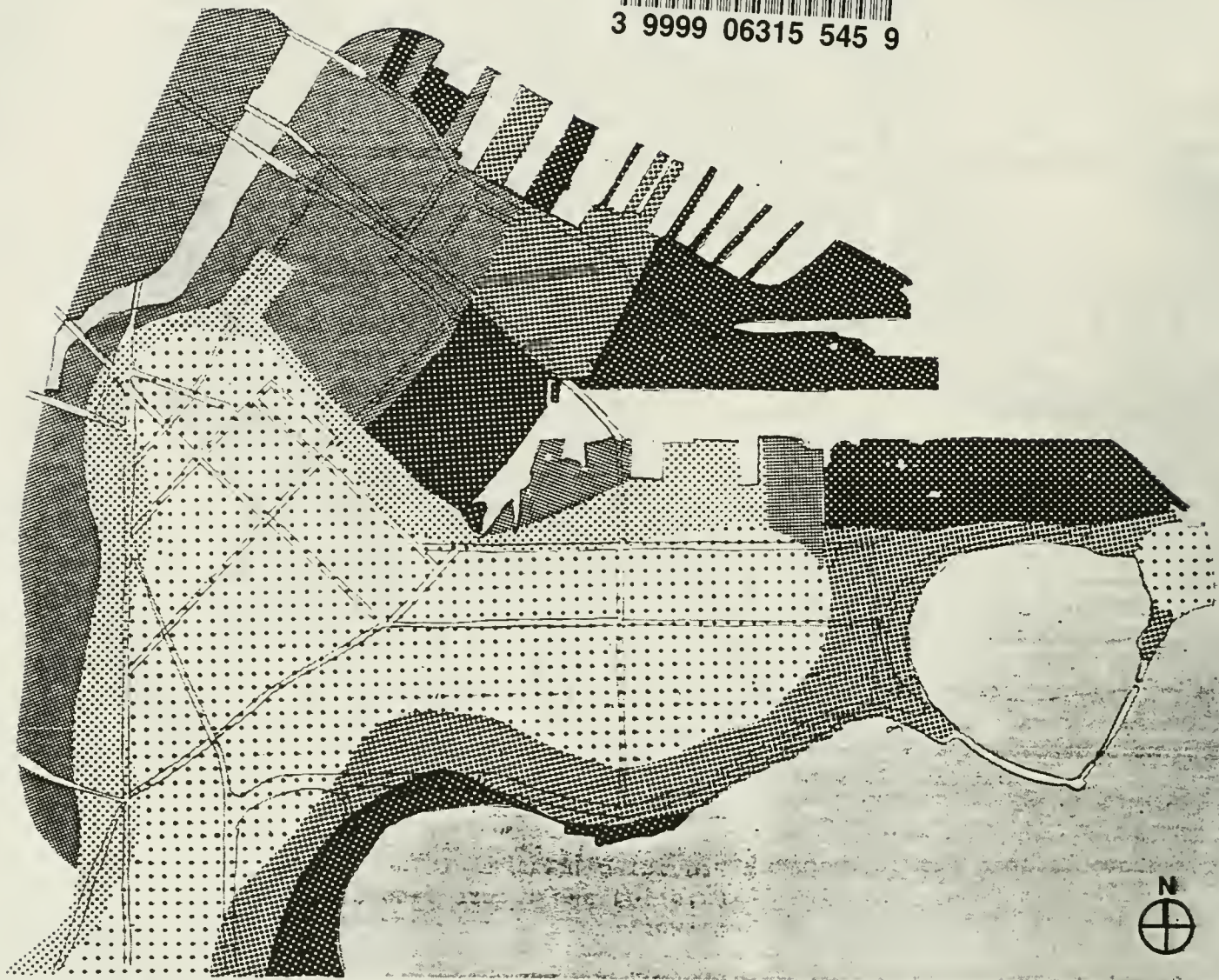


1900: The Industrial Waterfront

- Street Network**
- Remaining Streets, 1850-1900
 - Remaining Streets, pre-1850
 - - - Earliest Routes to the Sea
- Sites & Structures**
- Remaining Structures, 1850-1900
 - Remaining Structures, pre-1850
 - Sites in Continuous Use












Landfill History of South Boston

Legend

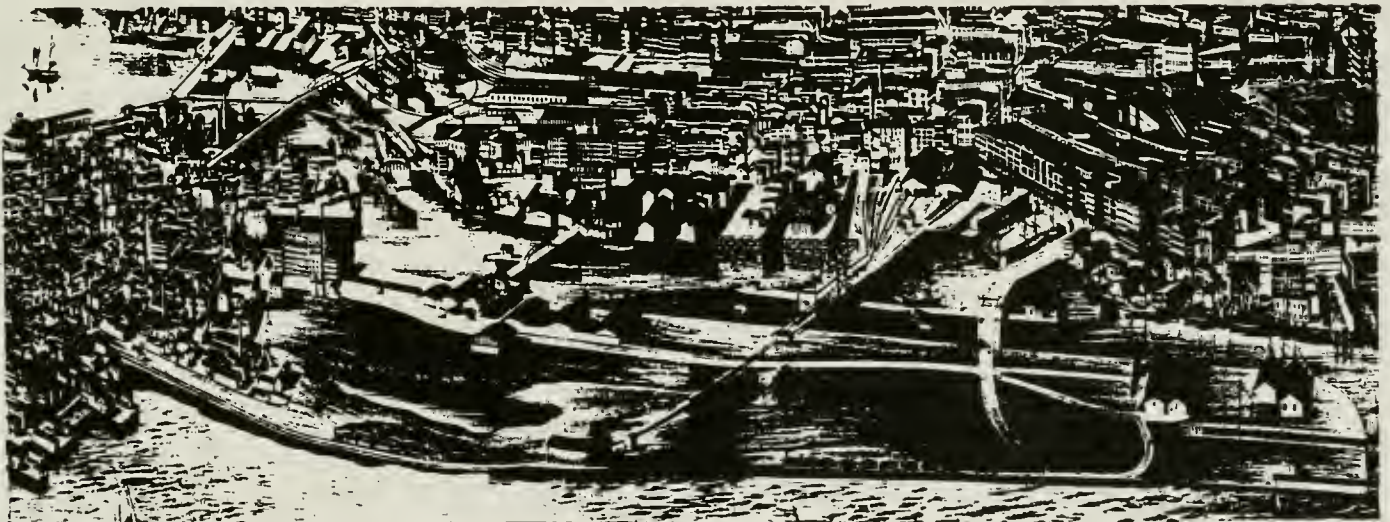
	Original Peninsula
	1800-1860
	1860-1890
	1890-1900
	1900-

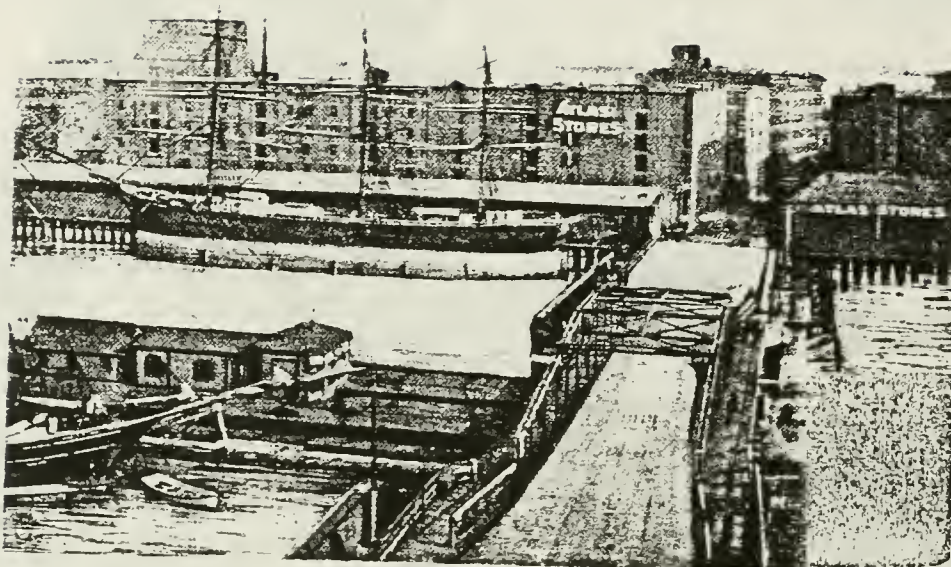
HISTORICAL CONTEXT

Fort Point Channel

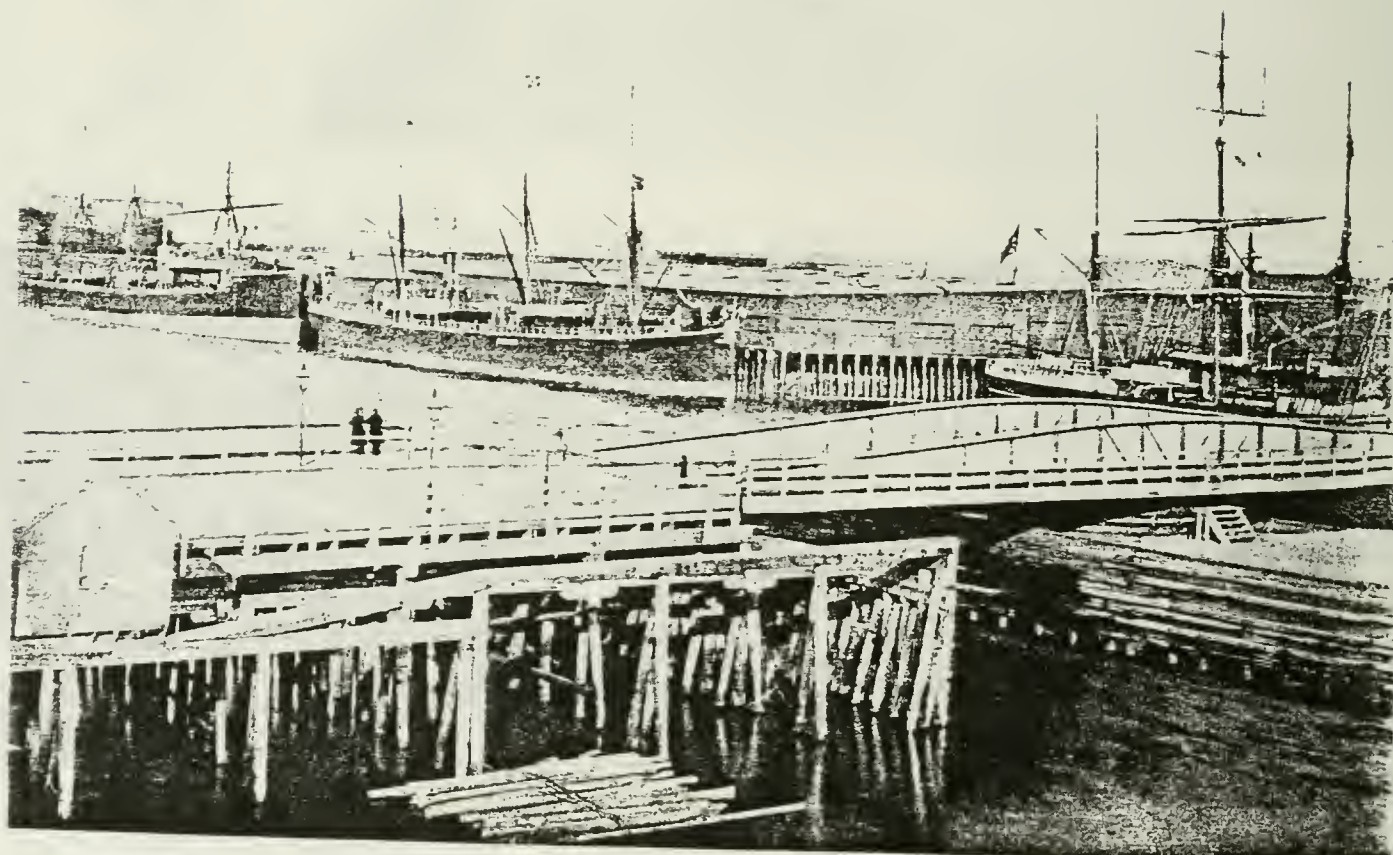
Around 1870, dredging began in the Fort Point Channel area to meet the demands for additional harbor frontage. The Great Cove had long ceased as Boston's primary dock as it proved to be inadequate for accomodating the larger vessels currently berthing in Boston. So a 1,200 foot wide stretch of marsh and mud was cleared along the east bank of the Channel to create new warehouse and docking facilities. Railroads which led into the wharves all along the waterfront were built by a variety of companies, and resulted in cutting off access to the waterfront of the 1800's, particularly in the South Cove area. The harbor took on a new, and somewhat final configuration with a tremendous concentration of docks, wharves, and railroad terminals within the City limits.

The recently completed Fort Point Channel, shown in this 1880 etching, became the heart of Boston's industrial waterfront. South Cove has been completely filled, but South Station is not yet built. Open water at the bottom of the etching will soon be filled to provide a site for Boston Wharf Company warehouses.





VIEW OF THE PROPERTY OF THE BOSTON WHARF COM.
From Congress Street.



VIEW OF THE PROPERTY OF THE BOSTON WHARF COMPANY. From Mt. Washington Avenue.